



Event

**MPTS AJET
NFR 3101
OFT**

Mission

**NIGHT FORMATION SIMULATOR
1.5 HOURS/X**



ORM



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- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
 - **CREW REST/ CREW DAY / WORK WEEK**
 - **WARM-UP ELIGIBILITY**
 - **PREVIOUS FLIGHT COMPLETE?**
 - **IP CURRENCY**
 - **READ AND INITIAL**

- **HUMAN FACTORS**
 - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
 - **MEDICAL STATUS**
 - **CREW DAY**
 - **CREW REST**
 - **NOURISHMENT**
 - **HYDRATION**

- **HAZARDS AND CONTROLS**
 - **ROUTINE**
 - **WEATHER**
 - **CURRENT OBSERVATIONS AND FORECASTS**
 - **CROSSWINDS**
 - **FUEL CONSIDERATIONS**



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TTO



- **WHO WILL CALL A TTO?**
- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
 - **SAFETY**
 - **CONFUSION**
 - **MISUNDERSTANDING**
- **IP RESPONSIBILITIES**
 - **RECOGNIZE THE NEED FOR A TTO**
 - **EXPLANATION / INSTRUCTION AS NECESSARY**
 - **DOCUMENTATION ON ATF**
- **WHEN AND HOW WILL TRAINING RESUME?**



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ADMIN



- **QOD**
 - **NATOPS**
 - **EP**
 - **SOP**
- **PREREQUISITES**
 - **NFR 1102**
- **MISC.**
 - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
 - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED ON THE GRADE SHEET.**



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SYLLABUS NOTES



A. USE TWILIGHT MODE OF THE SIMULATOR.

B. CONDUCT "BLIND" COCKPIT SWITCH CHECK.



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RECOMMENDED FLIGHT CONDUCT



- **T/O ABORT**
- **T/O DEPARTURE TO TACAN RENDEVOUS**
- **PARADE**
- **TURNS/ECHELON**
- **CROSSUNDER (BOX)**
- **BREAKUP AND RENDEZVOUS (4)**
- **RUNNING RENDEZVOUS AT ALTITUDE**
- **SECTION APPROACH/MISSED APPR AS WING**
- **SECTION BREAK**
- **VFR LANDING PATTERN**
- **LANDING/TOUCH-AND-GO**



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SSR/DISCUSS ITEMS



- **SPECIAL SYLLABUS REQUIRMENTS:**
 - **NONE**
- **DISCUSS ITEMS:**
 - **NATOPS/SOP/EP QOD**
 - **NORDO LIGHT SIGNALS**



BLOCK MIF



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CTS REF	MANEUVER	NFR3101
1	General Knowledge/Procedures	3+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	3+
5	Mission Planning/Briefing/Debriefing	4+
6	Communications	3+
7	Ground Operations	4+
8	Flight Admin	3+
2	Ground Emergencies	3+
2	Aborted Takeoff	3+
10	Takeoff	4+
11	Departure	4+
32	Night TACAN Rendezvous	3+
32	Parade	2+

32	Crossunder	2+
32	Night Lead Change	2+
32	Night Breakup/CV Rendezvous	2+
32	Night Underrun	3
32	Night Running Rendezvous	2+
33	Section Approach	2+
33	Section Missed Approach	2+
13	Descent/Field Entry	3
32	Section Break	2+
22	VFR Landing Pattern	3+
23	Landing/Touch-and-Go	2+



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STANDARD DEBRIEFING FORMAT



- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE “S-P-B-E-MS-LL” FORMAT OUTLINED BELOW.

- I. SAFETY
- II. PLANNING
- III. BRIEF
- IV. EXECUTION
- V. MISSION SUCCESS
- VI. LESSONS LEARNED